



## THE CITY OF SAN DIEGO **MANAGER'S REPORT**

DATE ISSUED: March 27, 2002

REPORT NO. 02-071

ATTENTION: **Land Use and Housing Committee**  
Agenda of April 3, 2002

SUBJECT: Fiscal Year 2003 Grant Applications - Transportation Development Act (TDA) and TransNet Funding Programs

REFERENCE: Manager's Report Nos. 00-85 and 01-84

### SUMMARY

Issue - Should the City apply for grant funding for bicycle and sidewalk projects to SANDAG?

Manager's Recommendation - Authorize the grant applications.

Other Recommendation - None.

Fiscal Impact - The total cost of the proposed projects is \$1,522,500. Approximately \$3.2 million is expected to be available regionally for Fiscal Year 2003.

### BACKGROUND

Every year, SANDAG Board of Directors allocates funds under the Transportation Development Act (TDA) and the TransNet local sales tax program for non-motorized transportation projects in San Diego region. TransNet funds come from a county-wide one-half cent sales tax, \$1 million of which is allocated for bikeway projects annually. TDA funds come from the state-wide sales tax, 2 % of which is allocated for bikeway and pedestrian projects. Eligible projects include bicycle and pedestrian facilities, secure bicycle parking, and bicycle safety education programs. Attachment 1 is a list of projects that received TDA/TransNet funds in the last four years.

## DISCUSSION

The purpose of the Bicycle Program is to create safe and functional routes for bicycling and promote this mode of transportation as a viable alternative to motorized travel. The Bicycle Program strives to make San Diego the best bicycling city in North America, where bikes can have the same kind of freedom to travel and park as does any other mode of transportation. The Program is doing this by implementing different types of bicycle facilities to close gaps in the existing bikeway network at the local and regional levels and to give bicyclists a better and safer ride. Over the last three years, the Bicycle Program has added about 300 miles of new bikeways to bring the City's bikeway network to a total of 800 miles. In recognition of this achievement, Bicycling Magazine named San Diego in its Top Ten Cities for Bicycling last summer.

The Bicycle Program, a part of the Traffic Engineering Division, consists of two full-time positions, one at the associate engineer level and the other at the assistant engineer level. The Program performs several major functions, including responding to public complaints, implementing new facilities, modifying existing facilities, and securing of grant funding. Public complaints come in all different forms and vary in magnitude. They range from general questions, to complaints about bikeways being obstructed by construction activity, to requests for installation of major facilities. Last year, the Bicycle Program responded to over a thousand inquiries. In addition, the Program works closely with the San Diego County Bicycle Coalition, which represents bicyclists in the region, on fulfilling the desires of the community and resolving bicycle-related issues.

### **Types of Bikeways**

There are three types of bikeways as defined by State standards, which are Class I (bike paths), Class II (bike lanes), and Class III (bike routes). Class I bike paths are typically 8 to 10 feet in width and are completely separated from roadways by being placed in their own right-of-ways. This type of facility offers the best and most convenient ride to a bicyclist because of minimal conflict with motorized traffic. However, implementation of these facilities requires significant funding, design, environmental work, permitting, and construction.

Bike lanes typically consist of a five-foot wide stripe within the roadway along with standard bike lane signage. Bike routes are also on-street facilities, where bikes share the road with cars and are designated by standard bike route signage only. These two types of facilities are relatively inexpensive and the cost of their installation is absorbed by the City's operating budget. The Bicycle Program devises work orders showing the detailed layout of the facility and the Street Division performs installations accordingly.

### **Grants**

Grant funding can come from local, state or federal sources and is offered under numerous funding programs. These funding programs are typically administered by the San Diego

Association of Governments (SANDAG), which makes these funds available to all the cities in the region on a competitive basis. The Bicycle Program has secured about \$7 million in grant funding from different sources in the last five years.

## **Regional Bikeways**

The Bicycle Program implements proposed bikeways outlined in community plans and SANDAG's Regional Transportation Plan (RTP). Implementing the community plans closes gaps in the bikeway network at a local level and implementing the RTP achieves regional connectivity. The RTP identifies several regional bikeways within the City limits, three of which are the Coastal Rail Trail, the San Diego River Bike Path, and the State Route (SR) 56 Bike Path.

The Coastal Rail Trail is proposed to extend from the City of Oceanside to Downtown San Diego. In addition to San Diego and Oceanside, the path will traverse the coastal Cities of Carlsbad, Del Mar, Encinitas, and Solana Beach. The other five coastal cities have begun the design phase of this project and the City of San Diego is about to begin this phase utilizing \$712,000 of secured grant funding.

The San Diego River Bike Path will stretch between the ocean and the mountains. Several segments of this path have already been constructed within the City limits in the communities of Ocean Beach and Mission Valley. Currently, \$300,000 in grant funding is available for the design of a 1-mile missing segment of this route in Mission Valley. In addition, feasibility studies have been completed for two segments of the River Path between Qualcomm Way and Zion Avenue. Another study to analyze the segment between Zion Avenue and Princess View Drive is in progress.

The SR-56 Bike Path is another regional bikeway that has been constructed in conjunction with the already-built east and west segments of SR-56 Freeway. The middle portion of the path will be constructed as a part of the proposed SR-56 Freeway. The Bicycle Program has recently retained a consultant to study the feasibility of grade-separating the future path at three major freeway interchanges, which would provide bicyclists with a continuous ride free from interaction with vehicular traffic at these interchanges.

## **Bicycle Parking and Education**

There are other types of projects which are funded by grants such as bicycle parking and bicycle safety education. The Bicycle Program attempts to make bicycling as convenient and attractive by the provision of safe and secure bicycle parking throughout the City. There is a project that will install over 800 bicycle racks and 60 bicycle lockers City-wide. The Bicycle Program administers a bicycle safety education program, which provides in-class as well as hands-on training to people from all age groups concerning rules of the road and safe bicycle riding.

## **Bicycle Operations**

The Bicycle Program modifies existing facilities to make for a safer and more efficient operation, corrects errors where they exist, modifies striping and signage, and adds directional signs to better guide bicyclists.

## **Current Grant Applications**

The City is applying for 13 projects under the annual cycle of Transportation Development Act and TransNet Bikeway funds for Fiscal Year 2003. The projects applied for are described below and maps are attached except for the two City-wide projects (4 and 6) :

1. Camino Del Rio North Bike Lanes (Mission Valley, District 6)

This is a claim for \$86,000 for the design of Class II bike lanes along Camino Del Rio North between the SR-15 crossing and Mission City Parkway. Camino Del Rio North has bike lanes along its entire length with exception of this segment. The estimated construction cost of this project is \$330,000, which will be pursued when design is complete.

2. Mission Trails Bike Path Study II (Navajo & Tierrasanta, District 7)

This is a \$50,000 feasibility study of a new bikeway to extend between Mission Gorge Road at Princess View Drive to Mission Trails Park, along the San Diego River. This is a part of the larger San Diego River Path planned to ultimately connect the beaches to Mission Trails Regional Park.

3. SR-56 / I-5 Bike Path Connection Study (Sorrento Hills & Torrey Pines, District 1)

The existing SR-56 Bike Path currently ends east of the I-5, without a connection under the freeway. This \$40,000 claim will provide for a feasibility study to explore the possible alternatives for extending the path under the I-5 Bridge to connect to Sorrento Valley Road.

4. Bicycle Safety and Commuting Education Program (City-wide)

A \$150,000 grant is needed to continue the Bicycle Safety and Commuting Education Program for another year. This program reaches out to school children, teachers, parents, law enforcement personnel and others through school workshops and hands-on training.

5. Bicycle Parking at the Border (San Ysidro, District 8)

A recent count showed that about 2,000 bicycles are crossing the border each day. There is insufficient parking facilities to accommodate the large number of bicycles in the area. A \$111,000 will satisfy some of the deficiency in available bicycle parking by installing 180 bike racks at an existing State-owned lot.

6. E-Locker Retrofit (City-wide)

The e-Locker is the latest in bicycle parking technology, which allows for much more convenient and flexible alternative for bicyclists wanting to securely store their bikes. Some of the features of e-Lockers include prepaid electronic cards, which allow for keyless on-demand parking, and usage monitoring by operators. \$48,000 will actually replace the doors of 96 existing lockers with e-Locker doors.

7. Reynard Way Sidewalk (Uptown, District 2)

\$125,000 will provide for two segments of sidewalk along the west side of Reynard Way, between Curlew Street and Arroyo Drive. The total length of both segments is 610 feet. These locations does not have any sidewalks currently, which forces pedestrians to walk in the street.

8. College Avenue Sidewalk (Rolando, District 7)

This claim of \$50,000 will design and build a 600-foot long missing segment of sidewalk on the south side of College Avenue between Streamview Drive and Meridian Avenue. College Avenue has high levels of pedestrian activity and vehicular traffic volumes. This missing segment of sidewalk is needed to accommodate the pedestrians.

9. Poinsettia Drive Sidewalk (Peninsula, District 2)

The section of Poinsettia Drive between Oleander Street and Leland Lane does not have sidewalks on either side of the street. This \$50,000 grant will fund a 510-foot segment of sidewalk on the south side of Poinsettia Drive.

10. Carmel Valley Bike Path Curb Cuts (Carmel Valley, District 1)

There is an existing network of Class I bike paths in the community of Carmel Valley. These bike paths were built by a developer and they cross City streets at mid-block at several locations. This \$40,000 will provide for curb cuts, signage, and striping at these street crossings.

11. Lake Hodges Bike Path Connection (Rancho Bernardo, District 5)

The San Dieguito River Park obtained approximately \$3 million in TEA funds for the design and construction of bicycle/pedestrian bridge across Lake Hodges, just west of the I-15. Additional funds are needed to connect to other facilities at either end. This \$377,500 will finance the construction of Class I bike paths to connect the proposed bridge at either end.

12. Woodman Street Sidewalk (Skyline, District 4)

A 2150-foot long segment of sidewalk is needed along the east side of Woodman Street between Imperial Avenue and Cielo Drive to accommodate. Woodman street is a bus route and there is public park in the area. This \$195,000 grant will pay for the needed segment of sidewalk.

13. Paradise Valley Road Sidewalk (Northbay Terraces, District 4)

This application is for \$200,000, which will provide a 3300-foot segment of missing sidewalk on the north side of Paradise Valley Road between Zest Street and Deep Dell Road. Paradise Valley Road is a four-lane major road and a sidewalk exists only on the south side of the street. School children have been observed to walk along the street.

ALTERNATIVE

Do not authorize some or all of the Fiscal Year 2003 Grant Applications for TDA/TransNet funding programs. This is not recommended because funding is available for these projects, which would improve flow of bicycles in the City.

Respectfully submitted,

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D. Cruz Gonzalez  
Director, Transportation Department

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Approved: George I. Loveland  
Senior Deputy City Manager

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Note: Attachment #2 is not available in electronic format. A copy is available for review in the office of the City Clerk.

Attachments: 1. [TDA and TransNet Grants Obtained in the Last Four Years](#)  
2. Maps for Eleven Projects

**ATTACHMENT 1****TDA AND TRANSNET GRANTS  
OBTAINED IN THE LAST FOUR YEARS**

PROJECT	AMOUNT	COMMUNITY	COUNCIL DISTRICT
San Diego River Bike Path Design (Pacific Highway-Hotel Circle North)	\$150,000	Mission Valley	6
Vista Sorrento Parkway Bike Lanes (Sorrento Valley Bl-Lusk Bl)	207,500	Torrey Pines & Mira Mesa	1 & 5
Home Avenue/'C' Street Bike Path Connection	62,000	Mount Hope	4
Tierrasanta Bike Path Design	410,000	Tierrasanta & Navajo	7
San Diego River Bike Path Study (Zion Avenue-Princess View Drive)	50,000	Navajo & Tierrasanta	7
San Pasqual Road Bikeway Study	50,000	San Pasqual	5
Rose Creek Bike Path	1,000,000	Mission Bay Park and Pacific Beach	2 & 6
Friars Road to Pacific Highway Bike Path Connector	198,000	Linda Vista	6
San Diego River Bike Path Study (Qualcomm Stadium-Zion Avenue)	50,000	Mission Valley & Navajo	6 & 7
SR-56 Bike Path Interchanges	1,200,000	Rancho Penasquitos	1
City of San Diego Bicycle Master Plan	100,000	City Wide	--
Coastal Rail Trail Feasibility Study	40,000	Torrey Pines	1
San Diego River Bike Path Study (Pacific Highway-Hotel Circle North)	35,000	Mission Valley	6

San Diego River Bike Path (Avenida Del Rio-Camino De La Siesta)	37,000	Mission Valley	6
Camino Santa Fe Bike Lanes (Calle Cristobal-Lopez Canyon)	177,000	Mira Mesa	5
SR-15 (Camino Del Rio South to Landis Street) Bike Path	275,000	Mid-City	3